GEOGRAPHIC NEWS BULLETINS

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THE NATIONAL GEOGRAPHIC SOCIETY

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General Headquarters, Washington, D. C.

Contents for Week of March 26, 1934. Vol. XIII. No. 6.

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NOTE TO TEACHERS:—Owing to the spring or Easter recess in many schools there will be no issue of the GEOGRAPHIC NEWS BULLETINS on Monday, April 2, 1934. The BULLETINS will be resumed as usual on Monday, April 9, and continue for the remainder of the school year.

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EASTER FINERY OF THE HUNGARIAN PLAINS

It is a far cry from the tall silk hats and fur coats of Fifth Avenue, New York, or of Michigan Boulevard, Chicago, to the pleats and petticoats of Central Europe. In Hungary the girls wear their poorest dresses early in the morning, because at this time on Easter day the boys may pour pails of water over them. Later the young people dress in their best for church, and the girls give painted Easter eggs to the boys who tormented them (See Bulletin No. 2).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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First Lady Visits Virgin Islands, Our Youngest Possession

IN her visit to the West Indies this month, Mrs. Roosevelt broke several precedents. It was the first oceanic aërial journey ever made by the wife of a President, and the first flight of a First Lady to foreign shores (Mrs. Roosevelt's big airliner touched at Cuba, Haiti and the Dominican Republic en route to Puerto Rico and the Virgin Islands). The trip was unique, too, because it is the first time that the wife of a President has journeyed alone to an outlying American possession while her husband was in office.

Particular interest attached itself to Mrs. Roosevelt's call at the Virgin Islands. This youngest of American possessions was hard hit by world-wide depression, and its lack of natural resources has created many social problems.

Purchased for their strategic value in 1917, the Virgin Islands lost their most profitable industry—the making of rum from sugar cane—when Prohibition came into effect. Recently the Public Works Administration allocated $1,000,000 for the restoration of the Islands' rum and bay rum industries.

Scenically "The Garden of the West Indies"

Although the Virgin Islands have been a constant item of expense since they were purchased from Denmark seventeen years ago, the group might be one of America's most popular summer and winter resorts if its climate and scenic charm were better known. Ocean breezes free it from extremes of temperature, and the beauty of St. Thomas and St. Croix, two of the principal islands, is unsurpassed in the whole sweep of the Windward chain.

Of St. Croix one writer says, "Its wooded hills, cultivated valleys and magnificent roads, lined on either side for miles by beautiful coconut and mountain cabbage palms, all help to justify its claim to the title, 'The Garden of the West Indies.'"

The inhabitants of the Virgin Islands, one of the smallest patches of overseas territory owned by the United States, spent their first nine years under the Stars and Stripes as neither citizens nor aliens. In fact, they were rather curious to know just what their status was. Seven years ago they were made full-fledged citizens by act of Congress. In 1931 the group was transferred from Navy Department rule to a civil administration under the Department of the Interior.

There are surprises in store for Americans who casually visit these islands without knowing their history. Although Denmark owned the isles for two and a half centuries, from 1666 to 1917, Danish was never spoken extensively. English was used by the natives from the very first; so Uncle Sam had no foreign language problem on his hands when he took over the new territory.

Danish Money Still Appears

But he has had other problems. Danish money still appears. Danish laws and tropical customs were in force, and it has not always been easy to change those that seemed to need changing. For example, only males could vote in the islands, and only those males who had a certain income.

Then there is the little matter of marriage customs. More than 38 per cent of the marriages in the islands, when a census was taken in 1917, were found to be entirely unofficial and without benefit of clergy. The population is almost wholly Negro. Nearly 75 per cent of the inhabitants are black, over 17 per cent of mixed blood, and only a little over 7 per cent white.

The territory is officially known as "The Virgin Islands of the United States," and consists of three main islands, St. Thomas, St. John, and St. Croix, and half a

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Photograph by Wide World

LEIPZIG CELEBRATES A HOLIDAY IN AUGUSTUSPLATZ

This German metropolis, famous throughout Europe for its great industrial fairs, loves crowds and military pageantry. Normally it entertains huge throngs of fur traders, merchants, buyers, and manufacturers, some of whom come from as far away as China and Australia (See Bulletin No. 3).

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Our Wandering Easter Day

MANY schools and colleges have given up the effort to have their "regular" spring vacation include Easter day, since this great religious festival may occur on any date from March 22 to April 25 inclusive. (This year it falls on April 1.)

The date of Christmas was definitely fixed in the fourth century, but the date of Easter has been the subject of many debates.

During the second century Asiatic Christians celebrated Easter on the fourteenth day of the month of Nisan, the seventh month of the Jewish calendar, no matter on what day of the week it occurred. For this practice they were termed "Quartodecimans." European Christians, however, insisted upon celebrating the feast always on Sunday.

How the Date Is Now Selected

The Council of Nicæa (present-day Nice or Isnik in Asiatic Turkey) in 325 decided that Easter should be the first Sunday after the full moon which occurred on or immediately following March 21. This was the same Council which produced the Nicene Creed, which is used by many Christian churches. There were many differences in the methods of reckoning time, and it was not until after 664 that the English and Irish accepted the Roman or Nicene date for Easter.

Since the Nicene Council, the same method of determining Easter has been used, although there has been a major calendar change which affected Easter, along with all other dates. In March, 1582, Pope Gregory XIII ordered that the Julian Calendar, started by Julius and Augustus Caesar, be abandoned in favor of the more accurate calendar worked out by the great Neapolitan astronomer, Aloysius Lilius. This calendar was called either the Gregorian or New Style Calendar.

At the time of Pope Gregory's decree there was a difference of 10 days between the "old style" and the "new style" calendars, a difference that would continue to increase because of Julian errors.

"Give Us Back Our Eleven Days!"

Catholic countries soon adopted the Gregorian system, but it was not until 1752 that England and her colonies accepted it. By that time there was a difference of 11 days in the two systems. When the calendar change was made in England, the date September 3, 1752, became September 14, 1752. In some places mobs demonstrated with the demand, "Give us back our eleven days!"

The Gregorian Calendar has now been accepted by most of the world. Japan started using it in 1873; China in 1912; Soviet Russia in 1918; Greece in 1923; and Turkey in 1927.

One of the recent movements for calendar reform has been that for the International Fixed Calendar, which would provide for 13 months of four 7-day weeks. Sol, the name suggested for the new month, would be placed between June and July. This 13-month calendar would account for only 364 days, so December would be given an extra day called Year-Day to make 365. February would not vary in length as it now does. In Leap Years it would have only 28 days. The extra day would be June 29, Leap-Day. This plan would provide a permanent calendar with the same number of weeks in each month and the same date for each day of every month, but the system would work violence to many present customs.

"Leap Day" Every Year

A second and less drastic reform proposes a 12-month year with eight months of 30 days and 4 months of 31 days, as against the present system which in ordinary years has seven months of 31 days, four of 30 days and one of 28 days. This would give an irregular number of weeks in a month, and the week days would not fall on the same date in each month.

In addition, it would be necessary to have one "leap day" every year and two in leap year. Both would be "blank days" and would permit the calendar to be a perpetual one. Under this plan January 1 would always fall on the same day of the week.

Making the quarters of the year equal, each quarter containing two months of 30 days and one month of 31 days, is a third proposed reform. Here again the annual "leap day" would be necessary, but it would not be "blank." As a result the calendar would not be perpetual. Although this last proposal would mean less change from the present system than the other two, it would result merely in an improved variable calendar. The variable aspect of the Gregorian calendar is the evil which most reforms are trying to avoid.

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hundred or more islets, most of them uninhabited. The three main islands have a total area of 132 square miles. St. Thomas, second in size, lies about 40 miles east of Puerto Rico. St. John, the smallest, is separated from St. Thomas by a channel only two miles wide. St. Croix lies 42 miles farther south, and geographically is really not a part of the Virgin Islands.

St. Thomas has one of the best harbors in the West Indies. Ships drawing 31 feet may dock at its wharves. On the hills sloping up from the harbor is the largest town in the new American possessions. It is now called St. Thomas, but under the Danish régime it was Charlotte Amelia.

This harbor is the reason for the islands now belonging to the United States. Denmark wished to sell, and the United States, to prevent this excellent naval base from falling into the hands of a European power, made the purchase. The price, $25,000,000, was the highest ever paid by this country in a territorial purchase.

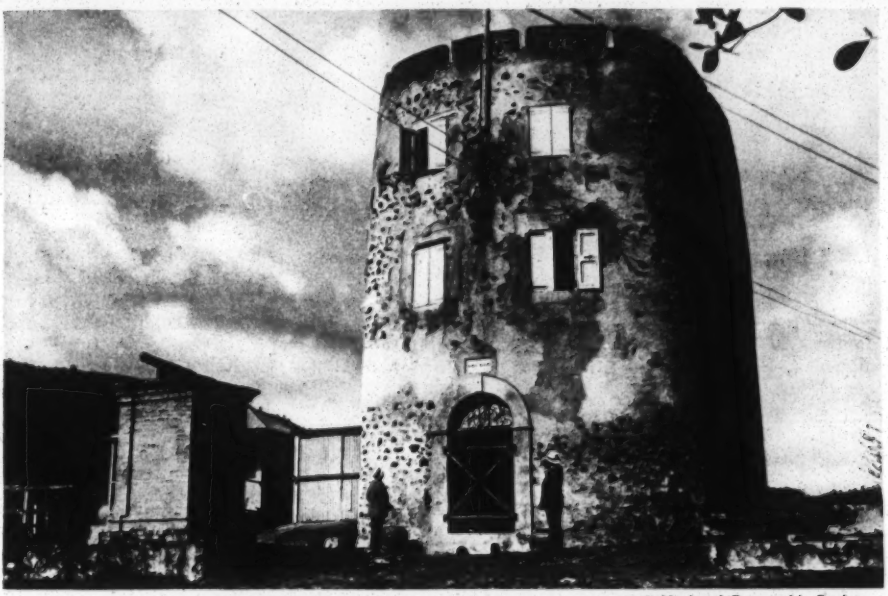
The Virgin Islands lay along the route of the National Geographic Society's air survey of Pan American aërial routes made in 1930. Describing the islands, as seen from an airplane, Frederick Simpich wrote:

"Cleaving the morning clouds, we rounded the east end of Puerto Rico. A glorious ride across sparkling blue water and we were above St. Thomas, seat of government in the American-owned part of the Virgin Islands.

"We looked down on Bluebeard's Castle, where tradition says a pirate slew his many wives, then hung their heads on its grim walls. From 5,000 feet above you can see all three of these islands—St. Thomas, St. John, and St. Croix. The last is the largest and richest. It was the boyhood home of Alexander Hamilton, and the old store still stands where he clerked as a youth."

See also: "How the United States Grew," *National Geographic Magazine*, May, 1933; "Skypaths Through Latin America," January, 1931; "To Bogotá and Back by Air," May, 1928; "How Latin America Looks from the Air," October, 1927; "The Haunts of the Caribbean Corsairs," February, 1922; and "An American Gibraltar," July, 1916.

Bulletin No. 1, March 26, 1934.



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WEIRD LEGENDS OF BLUEBEARD CLING TO THIS TOWER

It was built by the Danish government as a fort years ago, but tradition has woven fascinating stories of the pirate Bluebeard about its dark cells and shuttered gunports. Like the similar Blackbeard's Castle, it stands on a hilltop overlooking the city of St. Thomas, capital of the Virgin Islands.

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Leipzig, City of Fairs, Recalls Franklin's Visit

ONCE the great Spring fair held in the German city of Leipzig was a "commercial league of nations." But this year buyers from only a few of the seventy-odd nations that usually are represented were in attendance. The crowds viewing the sixty big halls and palaces housing the fair exhibits, according to news dispatches, were mostly Germans, with only a sprinkling of British, Poles, Italians, Czechs, and Americans.

The latter were particularly missed, because this year the Fair is celebrating the 150th anniversary of Leipzig's first contact with America. Tribute was paid to Benjamin Franklin, who a century and a half ago visited the directors of the Leipzig Fair, and unofficially opened trade relations between Germany and America.

Although noted throughout the world for these busy commodity shows, Leipzig is a center of German learning and culture, as well as of commerce. Metropolis of Saxony, and the fifth city of Germany (only Berlin, Hamburg, Köln and München are larger), Leipzig possesses one of the most famous universities in Europe, attracting many students from this country and South America.

Known as Saxony's "Little Paris"

Quaint gabled houses dating from medieval days line the narrow side streets of the old city, and there are also museums, theaters and lecture halls equaling those of many larger communities. The visitor with a taste for literature, music, art, or entertainment is never at a loss for ways of spending leisure hours while in Saxony's "Little Paris," as its inhabitants call their city.

Like Berlin, Vienna and other European cities, Leipzig has given variety to the swords-into-ploughshares legend by razing its old battlements and converting the space into boulevards. Its Ring-Strasse, built where grim walls once rose, surrounds the old city, in the center of which is the Fair market.

To the east of the medieval district is a huge Book Exchange building, which each year attracts hundreds of publishers. Leipzig, the publishing center of Germany, edits and issues more than 500 periodicals. Hundreds of publishers in other parts of Europe have representatives in Leipzig. Situated in south-central Germany, not far from the Czechoslovakian border, the city can be easily reached from a dozen nations.

At the edge of the city, almost on the battle site where Napoleon's defeat in the Battle of Nations foreshadowed Waterloo, is the University. Many Americans have studied medicine and other subjects within its classic walls, made famous by Goethe who, as a student, drew inspiration for Faust from its mural paintings. On a street nearby is a tablet in a wall with the inscription: "In this house was born Richard Wagner, May 22, 1813."

Other Noted Residents of City

The names of Germany's greatest poet and its most noted composer are not the only ones associated with the city. Leipzig has no great cathedral, but Bach (who is the composers' composer, much as Spenser is the poets' poet), drilled his choruses in a Leipzig church. Beginning with four town pipers, employed by the city to play for weddings and festivities, and "with patience and without extortion," Bach built up an orchestra.

Young Felix Mendelssohn took up the baton of this orchestra and out of it

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Accountants Want Quarters to be Equal

Many calendar reform demands come from accountants and statisticians, who would like to have a three month period to contain the same number of days, instead of 90 (91 in leap year), 91, 92, and 92 as at present. The salaried person also finds it difficult to budget his income if his salary must cover expenses for only 28 days one month and be stretched to cover 31 days the next. Magazines which are issued according to date are inconvenienced when the date occurs on Sunday. If rent day comes on Sunday, the collector prefers to have his money the day before rather than the day after the date due.

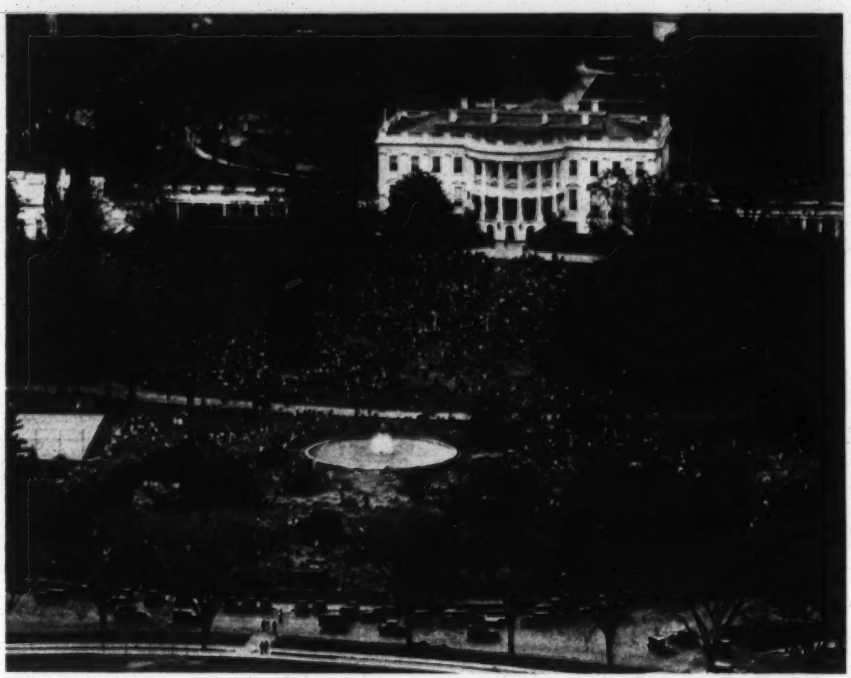
To solve these problems, many scientists and others have been studying calendar changes for a number of years. In 1922 the Congress of the International Astronomical Union took up the question. As a result, the matter was added to the agenda of the Committee on Communications and Transit of the League of Nations. This Committee decided that there are no real difficulties in the way of a calendar reform, but that its first step must be to obtain the official consent.

Not only religious groups but also governments and international associations, such as chambers of commerce, postal unions, trade groups, teachers' associations, women's clubs, etc., were asked to express opinions on calendar changes. The Committee received 185 plans of reform. From these it resolved the three major plans outlined above.

England has been interested in calendar reform and especially in the fixing of a date for Easter. In 1928 Parliament passed a law, which must meet the approval of other nations before going into effect, fixing Easter on the date recommended by the League of Nations' Committee. This date, which involves no calendar change, is the first Sunday after the second Saturday in April.

Note: For Easter pictures see: "Secrets from Syrian Hills," *National Geographic Magazine*, July, 1933; "Washington Through the Years," November, 1931; "New Greece, The Centenarian, Forges Ahead," December, 1930; "The Pageant of Jerusalem," December, 1927; "Russia of the Hour," November, 1926; "The Capitol, Wonder Building of the World," June, 1923; and "Western Siberia and the Altai Mountains," May, 1921.

Bulletin No. 2, March 26, 1934.



Photograph by Hugh Miller

"ROLLING THEIR OWN" ON THE WHITE HOUSE LAWN

Washington has a unique Easter custom—Egg-Rolling on the grounds of the Executive Mansion. For more than 50 years the grounds have been open to Washington children on Easter Monday, and thousands of them come with baskets full of colored eggs. No adults are admitted unless they are accompanied by children.

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New Jersey Honors Native Son Who Became President

THE birthplace of Grover Cleveland, only native son of New Jersey to become President of the United States (although he was elected from New York), is to be made a State memorial. Plans have been completed for the transfer of the old Presbyterian manse on Parsonage Hill, Caldwell (near Montclair), from the Grover Cleveland Memorial Association to the State of New Jersey.

"The quaint old Grover Cleveland home at Caldwell is only one of many historic spots of national interest in New Jersey," writes E. John Long in a communication to the Washington, D. C., headquarters of the National Geographic Society.

Where Telegraph Was Perfected

"Not far from Caldwell is the newly-created Morristown National Historical Park, the first Federal reservation of its kind. Here stands the tree-shaded Colonial headquarters used by General and Mrs. George Washington during the winter campaign of 1779-80, and not far away lie the grass-covered earthworks of picturesque Fort Nonsense. In Morristown, too, are the buildings of Speedwell's Iron Works, which made war supplies for the Continental Army, and later served as the laboratory in which Stephen Vail and S. F. B. Morse tested and perfected the telegraph.

"On a green knoll, overlooking the pier district of Hoboken, the campus of the Stevens Institute of Technology faces the skyscrapers of Manhattan. It is fitting that this noted college of engineering should have a commanding location, because here Colonel John Stevens conducted many early and prophetic engineering experiments. Later inventors have dimmed somewhat the glory of the Stevens family of New Jersey, but to John Stevens and to his sons, Robert L. Stevens and Edwin A. Stevens, America is indebted for much of the development of the transportation industry, both on land and on water.

"Here, at Castle Point, as the knoll is called, Colonel John Stevens built the first condensing, double-acting steam engine designed in America, and installed it in a boat on the Hudson several years before Fulton's *Clermont* took the water. As early as 1825 Colonel Stevens experimented with the first locomotive in America to run under steam on a track. A circular line was built near the Stevens home, and visitors were whizzed around at the then phenomenal speed of 12 miles per hour!

Menlo Park To-day a "Ghost Town"

"Another great inventor, Thomas A. Edison, did most of his work in New Jersey. Menlo Park, a village on the Pennsylvania Railroad mainline, saw the birth of the incandescent electric light, and the early development of the phonograph, electric street railway, motion pictures, and scores of other inventions. Menlo Park to-day is a 'ghost town' as far as Edison is concerned. There is a simple stone marker, but all the old buildings of the Edison establishment, and several acres of New Jersey topsoil as well, were removed a few years ago to Dearborn, Michigan, where they were made the nucleus of Henry Ford's early American 'Greenfield Village.'

"Edison's later experiments, continued until the time of his death, were conducted in an unpretentious red-brick building, surrounded by modern units of a great industrial plant, in West Orange. His library and study, with an old-fashioned roll-top desk, have been kept just as he left them.

"Princeton's roots go far back into colonial days. During the Revolution Nassau Hall served as hospital and barracks alternately for American and British troops. When the Continental Congress fled from Philadelphia to escape the first 'bonus army' of Continental veterans in 1783, Nassau Hall became the 'capitol' of the infant nation.

"To-day the historic structure is the central building of Princeton University. The room where Congress and (later) the New Jersey Legislature sat is open to the public. One may stroll through its oak pews, gaze at the collection of fine old paintings hung along its walls, including the Peale portrait of Washington, and muse on the stirring scenes that have taken place in this venerable chamber.

Rocky Hill and Trenton

"Near Princeton, too, is the recently restored colonial inn at Rocky Hill, where Washington prepared his farewell address to the Continental Army. Trenton shares with New York, Philadelphia, Baltimore, Lancaster, York, Princeton and Annapolis the distinction of having been a temporary capital of the country. Historically, however, it is best known as the scene of Washington's famous surprise attack on the Hessian troops the day after Christmas, 1776. This, the

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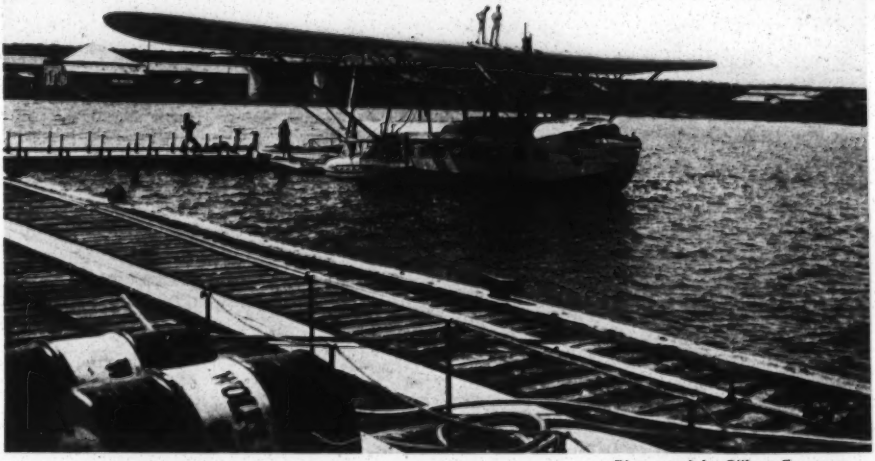
grew the famous Leipzig Conservatory. Schumann and the poet Schiller were also attracted to Leipzig, lending it reflected glory.

As an important trading and commercial center Leipzig is a living memorial to the value of good roads. The world has made many paths to Leipzig's door, but the Leipziger claims that good paving on the paths keeps the world coming.

Even as herds of buffalo, deer, and other animals come regularly to salt licks, primitive man found that almost the only need which would take him out of his native valley was salt. Halle, also in Saxony, has abundant supplies of salt, and some of the earliest German merchants passed through the tiny Slavic fishing village, Leipzig, on their way to Halle, a few miles distant, to get salt.

At that date Leipzig had no "Chamber of Commerce." But whatever body served in its place decided that a good road between their city and Halle would make more merchants go through Leipzig. The road was built, and thus the little village in the broad, flat plain, lacking natural aids, made itself a junction of trade, and far outstripped its neighbor villages in size and importance. A few years ago the citizens of Leipzig insured the commercial future of their city by building a vast new union railroad station and a modern airport.

Note: For other references (including many photographs in natural color) to German cities and German life see: "Freiburg—Gateway to the Black Forest," *National Geographic Magazine,* August, 1933; "Hamburg Speaks with Steam Sirens," June, 1933; "Flying the World," June, 1932; "Entering the Front Doors of Medieval Towns," March, 1932; "Dinkelsbühl, Romantic Vision from the Past," December, 1931; "Ströbeck, Home of Chess," May, 1931; "Danube, Highway of Races," December, 1929; "Renascent Germany" and "Medieval Pageantry in Modern Nördlingen," December, 1928; "The Beauty of the Bavarian Alps," June, 1926; "Rothenburg, the City Time Forgot," February, 1926; "Rediscovering the Rhine," July, 1925; "The Wends of the Spreewald," March, 1923; and "The Story of the Ruhr," May, 1922.



Photograph by Gilbert Grosvenor

"THE AMERICAN CLIPPER"—ARGOSY OF OUR FLYING FIRST LADY

In this big seaplane Mrs. Roosevelt flew from Miami, Florida, to the Virgin Islands, making stops in Cuba, Haiti, the Dominican Republic and Puerto Rico. This photograph shows the graceful Pan American ship being refueled during a regular West Indian run at Nuevitas, on the northern coast of Cuba (See Bulletin No. 1).

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Panama—the Republic, Not the Canal

EVERY school child knows the Panama Canal, the great American-built and American-owned waterway connecting the Atlantic with the Pacific. But the Republic of Panama, divided by the narrow Canal Zone strip, is one of the least familiar of the nations of the Western Hemisphere.

Recently the Republic of Panama came into the news when it celebrated its 30th anniversary of independence from Colombia. It entered the headlines again this month when Panama demanded that the United States pay its annual Canal rental of $250,000 in gold, rather than in ordinary dollars. Congress has outlawed all gold payments, public and private, and so an international question is raised.

Panama, the Republic, is one of the infants of the Western Hemisphere—both in area and age. But the history of the region dates back to the time of the earliest European explorers of the New World.

Columbus Cruised Its Shores

Columbus cruised in Panamanian bays on his fourth voyage in search of a short cut from Europe to Cathay. Balboa crossed this lean neck of land to discover the Pacific Ocean. Later it enjoyed high rank among the leading Spanish colonies of the world because rich colonists on the west coast of South America preferred to cross it rather than to "double" Cape Horn on their way to Europe.

Panama's real advancement, however, dates from 1903, when the area changed from a department of Colombia to an independent State.

Shaped like a crawling caterpillar, with its head touching Costa Rica on the north and its tail reaching southward to the forested mountains of Colombia, Panama is known to few people beyond its borders because its fame is overshadowed by the importance to the world of the Panama Canal and the Panama Canal Zone. The Canal Zone, however, is merely a ten-mile-wide strip across the Isthmus, while the Republic covers an area equal to that of the State of Maine.

When the traveler who likes large cities and vast cultivated areas learns from his guidebook that more than one-half of Panama is unoccupied and a portion of the occupied area is poorly cultivated, he visualizes a wild, undeveloped, poverty-stricken region of little interest. It is true that progress is difficult in many parts of the Republic. There are many thousands of square miles of wild forests and dense, tropical jungle land where the only sounds are the calls of native beasts and birds, and dashing streams have yet to feel a propeller or paddle wheel.

Produces More Than 2,000,000 Stems of Bananas

But if one follows the more important trade routes radiating from coastal towns, Panamanian farms and industries will be revealed. New railways and highways are being thrust into the forests, whence come fine hardwoods for furniture making, and to banana plantations that grow more than 2,000,000 stems of bananas annually. Sugar plantations produce nearly enough sugar for home needs; cattle ranches provide sufficient meat for the Panamanian dining tables, and vast quantities of hides for export. Coffee, balata, coconuts, cacao and ivory nuts also thrive on the fertile, sun-swept Isthmus.

The seas off Panama for many years have supported pearl, salt, sponge and coral industries, while inland many are employed in sugar refineries, soap, tanning, candle, shoe, and hat factories, and in gathering tortoise shell for export.

Panama City, capital of the Republic, situated on the slopes overlooking the

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first decisive American victory of the Revolution, followed a perilous night crossing of the ice-choked Delaware a few miles above the city (see illustration).

"In Burlington, the birthplace of James Fenimore Cooper, the author, stands beside the home of Captain James Lawrence, who, mortally wounded, gave to the American Navy the slogan 'Don't Give Up the Ship.'

"Bordentown, another historic Delaware River port, had the first public school in New Jersey, where Clara Barton, founder of the American Red Cross, taught. Here, too, was the beautiful estate of Joseph Bonaparte, exiled King of Spain, and the home of Francis Hopkinson, chairman of the committee on designing the American flag.

"Camden's most noted historical shrine is the simple frame house where Walt Whitman, the 'good, grey poet,' spent the last nineteen years of his life. In Camden's beautiful Harleigh Cemetery the genius, whose 'Leaves of Grass' has been translated into twenty-five languages, rests in a massive tomb of granite surrounded by beeches and rhododendron.

"Boston and Annapolis were not the only places to stage 'tea parties' just before the American Revolution. In November, 1774, the brig *Greyhound* landed a cargo of tea at Greenwich, an old Delaware River port. Feeling against the Stamp Act was as high in southern New Jersey as it was on Boston Common, so the tea was stored for safety in a small warehouse in the town. On the night of November 22, forty prominent citizens disguised as Indians raided the warehouse, piled the tea in a field and burned it. A stone monument to-day commemorates this patriotic bonfire, while the venerable warehouse forms part of a residence."

Note: For other New Jersey references and pictures consult: "New Jersey Now!" *National Geographic Magazine*, May, 1933; "Seeing America with Lindbergh," January, 1928; "Seeing America from the 'Shenandoah,'" January, 1925; "Glimpses East and West in America," May 1924; "Fishes of Our North Atlantic Seaboard," December, 1923; "America's Amazing Railway Traffic," April, 1923; "The Origin of American State Names," August, 1920; "A Battle-Ground of Nature: The Atlantic Seaboard," June, 1918; "The Wild Blueberry Tamed," June, 1916; "The Land of the Best," April, 1916; "The Warfare on Our Eastern Coast," September, 1915; and "Beacons of the Sea," January, 1913.

Bulletin No. 4, March 26, 1934.

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WASHINGTON'S CROSSING—ONE OF NEW JERSEY'S MOST HISTORIC SPOTS

This winter view of the Delaware shows the river as it may have looked when General Washington and his 2,400 Colonials forced a way through the ice-choked torrent on Christmas night, 1776. The modern bridge stands just below the island on the Pennsylvania (left in this photograph) shore, where Washington hid his boats. Both banks in the vicinity are preserved as State parks. A canal, highway and railway run up the New Jersey side of the river.

Pacific Ocean, is Panama's largest city. Its 74,000 inhabitants constitute about one-sixth of the population of the Republic. When, early in the 16th century, the first governor of the Spanish colony on the Atlantic side of the Isthmus visited the Pacific side, he found only a tiny native fishing village. "Panama," in the native Indian tongue, means "abundant fish."

To-day the successor to that village is a modern city dominated by handsome government buildings which house the President, the five cabinet ministers whom he appoints, and the Chamber of Deputies which legislates for the Republic's nine provinces. Its neighbor, Balboa, in the Canal Zone, is the headquarters of American officials and officers of the Panama Canal.

Colon, second largest city, is situated on the Atlantic side of the Isthmus. Not many decades ago its site was a swampy, fever-infested island, but it now is one of the most modern Panamanian cities, with about 30,000 inhabitants. Across the street from Colon is Cristobal in the Canal Zone.

Note: For other photographs and data about Panama and the Panama Canal see: "Some Impressions of 150,000 Miles of Travel," *National Geographic Magazine*, May, "Flying the World's Longest Air-Mail Route," March, 1930; "To Bogotá and Back by Air," May, 1928; "How Latin America Looks from the Air," October, 1927; "Who Treads Our Trails?" September, 1927; "Map-Changing Medicine," September, 1922; "The Jungles of Panama," February, 1922; "Across the Equator with the American Navy," June, 1921; and "The Dream Ship," January, 1921.

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THE RUINS OF OLD PANAMA, DESTROYED BY THE PIRATE MORGAN

This aërial view of the once-prosperous Spanish seaport gives a hint of its former extent and grandeur. When the daring freebooter sacked and burned the Spanish city in 1671 more than 175 pack animals were needed to carry away the gold, silver and other loot. A paved highway to-day leads southwest through the jungle to the modern city of Panama and the Pacific entrance to the Panama Canal.

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